# OCEAN TRAVEL.

NORTH GERMAN LLOYD. Fast Express Service. PLYMOUTH - CHERBOURG BREMEN.
WELL Oct. 1, 11 am K. Wm. H. Oct. 29, 10 am supprints. Oct. 8, 3 pm Kronpelins. Nov. 5, 2 pm Richard Nov. 12, 10 am fact of the control of the Twin-Screw Passenger Service. PLYMOUTH CHERROURG-BREMEN, 10 A.M. Friedrich Cet. 3 Kurfuerst Oct. 31
\*Greisenau Oct. 10 °F Irene Nov. 7
\*Main Oct. 17 °Greisenau Nov. 14
Barbarossa Oct. 24 °Main Nov. 21
\*Breunen direct.

Mediterranean Service. GIERALTAR NAPLES GENOA, AT 11 A.M.

Connecting at Gibraltar for Algiers.

K. Luise Oct. 5 K. Luise Nov. 16
K. Albert Oct. 19 K. Albert Nov. 30

Neckart Oct. 26 Nockar Dec. 4

Friedrich Nov. 2 Friedrich Dec. 7

Omits Genoa.

Friedrich Nov. 2Friedrich Dec. 7

\*Omits Genon.

AROUND THE WORLD TOURS
EAST AND WEST.

N. G. LLOYD ENPRESS LINE.
MARSEILLES NAPLES ALEXANDRIA.
GERMAN MEDITERRANEAN—LEVANT LINE.
Marseilles—Genon vin Nuples to the Levant
ROYAL ROUMANIAN NAIL STEAMERS.
CONSTANZA—CONSTANTINOPLE—SMYRNA—
ALEXANDRIA.

NORTH GERMAN LLOYD TRAVELERS CHECKS
GOOD ALL OVER THE WORLD.
GELRICHS & CO., NO. 5 BROADWAY, N. Y.
E. F. DROOP & SONS CO., 825 FENNA. AVE.

AMERICAN LINE. PLYMOUTH-CHERBOURG-SOUTHAMPTON, PHILADELPHIA QUEENSTOWN -LIVERPOOL Atlantic Transport Line. RED STAR LINE. WHITE STAR LINE.

NEW YORK-QUEENSTOWN-LIVERPOOL.
PLYMOUTH-CHERBOURG-SOUTHAMPION.
BOSTON-QUEENSTOWN-LIVERPOOL.
NEW YORK-AZORPS-MEDITERRANEAN.
SPERMOUTH NEW YORK-AZORPS-MEDITERRANEAN.
NEW YORK-AZORPS-MEDITERRANEAN.
BOSTON-AZORES-MEDITERRANEAN. Canopie Oct. 5, 9 a.m.; Nov. 18, Jan. 11
Remarks Oct. 26, 2 p.m.; Dec. 5, Feb. 1
V ASPINATION OFFICE, 1306 F SP. N.W.
mb21-d.eSu,312t

# CUNARD LINES. From Piers 51-52, North River. TO LIVERPOOL via QUEENSTOWN. Passe gers booked through to LONDON and PARIS. United Sept 28, 10 am Etruria, Oct. 12, 9:30 am Campanis, Oct. 5, 2 pm Lucania, Oct. 15, 11 am Carmania, Oct. 8, 6:30 am Lushtania, Oct. 19, 3 pm

Hungarian-American Service TO FILME VIA
GIERALTAR, NAPLES AND TRIESTE,
FANNONIA (VIA GENOR). Oct. 29, DODN; NOV. 14
CARPATHIA (VIA GENOR). Oct. 10, DODN; NOV. 28
SLAVONIA OCt. 24, DOOR
SPECIAL MEDITERRANEAN CRUISES,
CALLING IT MADEIRA.

CALLING 'T MADEIRA.

CARONIA, Nov. 23, 1007.

20,000 tons Jan. 4. Feb. 18, Calling at Long tons. Solution of the Battery.

Or 120 State st., Boston, Mass.

G. W. MOSS, Agent, 1411 G st. n.w., Washington.

LEAVE STATION, New Jersey Ave. and C St.
ROYAL BLUE LINE

"EVERY OTHER HOUR ON THE ODD HOUR"
TO PHILADELIPHA AND NEW YORK.

"TO 2.m. Diner, Pullman Parlor.
10.00 a.m. Diner and Pullman Parlor Car.
11.00 p.m. Diner and Pullman Parlor Car.
11.00 p.m. Diner and Pullman Parlor Car.
11.00 p.m. Coaches to Philadelphia.
Oct. 3
Oct. 3
Oct. 10
11.30 p.m. Coaches to Philadelphia.
11.30 p.m. Sleepers.
Oct. 12
11.30 p.m. Sleepers.
Oct. 13
11.30 p.m. Sleepers.
Oct. 14
11.30 p.m. Sleepers.
Oct. 15
Oct. 16
11.30 p.m. Sleepers.
Oct. 17
ATLANTIC CITY, 17.00, \*2.00. †11.00 a.m.,
Oct. 19
11.00 \*3.00 p.m. Sleepers.
ANNAPOLIS, week days, 8.00 a.m., 12.05 noon, Hamburg-American Line, Twin-serew Express and Passenger Service.

Ondor Pennsylvania. Sept. 28
Pennsylvania. Sept. Paris

- Alexandria Special trip by S. S. Hamburg, Jun. 4 and Feby. 15.

TO ITALY IN 8 DAYS.

GRAND WINTER CRUISES TO THE ORIENT, WEST INDIES. SUPERB NILE SERVICE BY NEW STEAMERS. TOURIST BUREAU FOR GENERAL INFORMATION. Travelers' Checks Good All Over the World. HAMBURG-AMERICAN LINE 35-37 BROADWAY, NEW YORK, E. F. DROOP & SONS, 925 Pa. ave.

FRENCH LINE. COMPAGNIE GENERALE TRANSLANTIQUE.

Direct Line to Havre-Paris (France).

Ssiling every Thursday at 10 a.m. from
Pier No. 42, North River, foot Morton st. N. Y.

\*La Lerraine. Sept. 28 \*La Touraine. Oct. 17

\*La Savole. Oct. 10 \*La Savole. Oct. 24

\*La Provence. Oct. 10 \*La Savole. Oct. 31

\*Twin screw steamers.

| Extra Sallings: | Extra Sallings: | La Bretagne | Sept. 27, 3 p.m. | La Gascogne | Oct. 12, 3 p.m. | GEORGE W. MOSS, 1411 G ST. N.W.

# RAILROADS.

## Atlantic Coast Line.

Effective April 6, 1997.

Notice.—These departures are given as information, as well as connections with other companies, but arrivals and connections are not guaranteed.

4:20 a.m. daily—Sleeping car New York to Jacksonville. Fla. Through conches Washington to Jacksonville. 3:45 p.m. dally-Sleeping Car New York to Jack-conville, Fla.; New York to Port Car and p.m. daily—Sheeping Car New York to Augusta. Ga.; New York to Port Tamps, Fla., via Jacksonville; New York to Augusta. Ga.; New York to Charleston, S. C.; Washington to Wilmington, N. C. Through conches Washington to Jacksonville. UNEXCELLED DINING CAR SERV-

For tickets and all information apply at the OFFICE OF THE LINE, 1319 NEW YORK AVENUE NORTHWEST, AND PENNSYLVANIA RAILEGAD STATION.

GEO. P. JAMES,
District Passenger Agest, Washington, D. C.
T. C. WHITE, Gen. Pass. Agent.
W. J. CRAIG.
Pass. Traffle Mgv., Wilmington, N. C.

N. B.—Following sche interfigures published only a information, and are not guaranteed.

\*Tito a.m.—Panville and way stations.

\*Sto a.m.—Harrisonburg and way stations.

\*Bon a.m.—Sleepers and coaches to Atlanta and new Orleans. Sleeper to Columbus, Ga. Dining

ear.
11:00 n.m.-Sleepers and conches to Columbia,
Savanush and Iscksonville. Dining car. 14:01 p.m. Harrisonburg and way stations. \*4:55 p.m. Charlottesville, Warrenton and way \*6:15 p.m.—Sleepers and conches to Atlanta. Sunset Route Tourist sleeper to San Francisco triweekly. \*8:50 p.m.-Sleepers and coaches to Charlotte, Columbia and Augusta. Dining car.
\*10:15 p.m. - Sicepers and coaches (via Lynchburg
and Bristo) to Chattanooga, Memphis and New
Orleans. Dining car. Orleans Dining car.

11:00 p.m.—New York and New Orleans Ltd.,
solid Paliman to Asheville, Atlanta, Birmingham
and New Orleans. Club and observation cars.

and New Orleans. Club and observation cars. Dining car.
Note. \*Daily. †Week days.
Through trains from the south arrive Washington 7.35, 8.45 and 9.05 a.m. 2.30, 5.25, 8.45, 11.30 and 11:40 p.m. daily. Local trains from Harrivon-burg, 12.25 p.m. week days and 9.20 p.m. daily; from Charlottesville daily 8.16 a.m.
Frequent trains to and from Bluemont.
Ticket offices: 765 15th st., 511 Pa. are. and Pannariyania station.

# Chesapeake Beach

## Railway Co.

SCHEDULE OF EXCURSION TRAINS TO AND FROM CHESAPEAKE BEACH.

SEPTEMBER 24 TO 27, INCLUSIVE. Going 9:25 and 11:00 a.m. and 5:40 p.m. Refurning-6:35 a.m., 12:45, 2:00 and 7:00 p.m.

SATURDAY, SEPTEMBER 28: Going-9:25 and 11:00 a.m., 2:30, 5:40, 7:45 and Returning-6:35 a.m., 12:45, 2:00, 6:00, 8:00 and

SUNDAY, SEPTEMBER 29:

Geing-9:25 and 11:00 a.m., 2:30, 4:00, 7:45 and Returning-7:00 s.m., 12:45, 2:10, 6:00, 8:00 and

Going, all trains leave District line station. PAUL Y. WATERS,

General Manager.

Schedule in effect July 30, 1907. 2:00 P.M.-OLD DOMINION EXPRESS, week days

CHESAPEAKE AND OHIO RAILWAY.

WASHINGTON SOUTHERN RAILWAY.

RICHMOND, FRED'ESBURG & POTOMAC B.R.

WASHINGTON EXPOSITION SPECIAL.

SOLID VESTIBULE TRAIN.

WASHINGTON

-AND-OLD POINT COMFORT

RICHMOND.

Leave Washington (Penna. R. R.).....12:30 P.M.

Arrive Richmond (Main Street Station)., 3:45 P.M.

Arrive Williamsburg...... 4:59 P.M.

Arrive Newport News...... 5:35 P.M.

NORTHBOUND.

Leave Williamsburg 10:41 A.M. Leave Richmond (Mgin Street Station) 12:05 P.M. Arrive Washington (Penna, Station) 3:10 P.M.

Seaboard Air Line Railway

TICKET OFFICE, 1421 PENNA. AVE.

NOTICE.-Following schedule not guaranteed.

For Raleigh, Wilmington, Columbia, Savannah,

Jacksonville, Tampa, Atlanta, Birmingham, Mem
phis and New Orleans.

9:05 A.M. DALLY-Seaboard Mail. Through

concluss and Pulliman Sheepars to Savannah and

phis and New Orleans.

9:05 A.M. DAULY-Seaboard Mail. Through conches and Pullman Sleepers to Savannah and Jacksonville. Through Sleepers Washington to Hamlet and Hamlet to Atlanta and Birmingham.

Dining Cars.

6:00 P.M. Daily—Seaboard Express. Solid train,
6:00 P.M. Daily—Seaboard Express. Solid train,
Jacksonville and Tampa. Through Sleeper to Atlanta and Birmingham. Dining Cars.

R. H. STANSELL, District Passenger Agent.

Baltimore and Ohio R. R.

Arrive Norfolk (C. & O. Ferry) ...... 6:35 P.M.

Pages 17-20 The Evening Star.



Of all the newspaper readers of Washington are

reached by the classified advertisements in The

90%

WASHINGTON, D. C., WEDNESDAY, SEPTEMBER 25, 1907-TWENTY PAGES.

### RAILROADS. Chesaneake&OhioRailway

DEALERS TO CONFER WITH PRO-

Schedule in effect July 30, 1907.

2:00 P.M.—OLD DOMINION EXPRESS, week days—Stops at principal points in Virginia. Vestibule train; standard coaches; parlor car to Hinton, handled in train No. 15 from Gordonsville, which has a la carte dining car, and connects at Covington for Virginia Hot Springs, Pullman Sleepers Clifton Forge to Louisville, Cincinnati, Indianapolis, St. Louis and Chicago. Charlottesville, Staunton, Clifton Forge and Covington, Va.; White Sulphur, Honceverte and Hinton, W. Va. Pullman sleepers to Lexington, Louisville, Cincinnati, Indianapolis, St. Louis and Chicago. Dining cars, a la carte service. One night out.

11:16 P.M.—F. F. V. Limited, daily—Solid vestibule train. Pullman sleepers to Cincinnati, Lexington and Italaville. Compartment sleeping cars, a la carte service. Sleepers Cincinnati to Chicago and St. Louis and Louisville to Memphis, Nashville and southwest.

Reservations and tichets at Chesapeake and Ohlo Offices, 513 Pennsylvania R. R. Cab Service and Main 1966 for C. & O. Ticket Office.

CHESAPEAKE AND OHIO RAILWAY.

quart retail.

In conferring with the producers' com-mittee the dealers' committee will strongly oppose the proposed raise in wholesale rates from 18 to 22 cents a gallon. BROILER BUFFET PARLOR CAR AND COACHES.

DAILY, EXCEPT SUNDAY, BETWEEN George B. Farquhar, president of the Milk Dealers' Association, presided last evening. He attributed the proposed advance to the high prices of feed, labor and other processition. other necessities.

Views of a Dealer.

One of the largest retail dealers in the city last night, in discussing the proposed raise in prices by the wholesalers, said it was his opinion that this action was uncalled for, notwithstanding their argument as to the increased cost of labor and feed. "My advice to the citizens of Washingany advice to the citizens of Washington would be," said he, "to stop the use of milk, as far as possible, and the producers, who would then be forced to find other means of disposing of their commodity, would quickly come to the conclusion that they could sell it at 18 cents a gallon and still find a profit. Their argument that there is no money in the business at the present rate does not hold, in my opinion. I am personally opposed to an increase in prices, and if I am compelled to pay more than the present rates, and continue to retail at 18 cents I will be forced to close my place of business.
"An increase of 2 cents a quart, while

meaning nothing to the man with money, will work a great hardship on the poor, and it is my honest opinion that there is no necessity for it.
"The fact of the matter is that the whole-saler is becoming alarmed by the stringent regulations surrounding the conduct of dairy farms. The proposed tuberculin test of cattle is to be reckoned with. The authorities, upon the recommendation of the milk commission, propose to apply the tuberculin test to every herd supplying the District, and in the event that any of the cows show evidence of disease they are to be slaughtered.

"As yet, however, it has not been determined what recompense, if any, is to be made to the owner. This and similar regulations may have influenced the wholesalers in declaring an advance in prices, but I hope that it may be averted, and I will use my best endeavors toward that

## MAHOOL'S APPOINTMENTS.

# Baltimore's Mayor Sends His Selec-

BALTIMORE, September 25 .- With but three changes in departmental heads and a few changes in honorary boards. Mayor Mahool yesterday sent his "green bag" of appointments to the second branch city council.

12.30 hight.

CLEVELAND. \*9.10 p.m.

COLUMBUS, \*5.30 p.m.

WHRELING. \*9.10 a.m., \*5.20 p.m.

WINCHESTER. †9.10 a.m., †4.05. †5.00 p.m.

FREDERICK. †8.20. †9.10. §9.15 a.m., §1.30, While he has reappointed a number of officials who have been conspicuous for their efficiency, he has at the same time reappointed some who have been greatly criticised. By those who are in close touch with the administration it is said that the FREDERICK. 78.29, 19.10, 19.10 a.m., 11.00, 14.05, 15.39 p.m.

HAGERSTOWN, 19.10 a.m., 15.00 p.m.

\*Daily. †Except Sunday. §Sunday only.

Reservation of Sleeping of Parlor Car space, rates of fare, etc., will be quickly furnished BY TRLE-PHONE at all of the following Ticket Offices: 1417 G St. N.W., Telephone Main 1501; 619 Pennsylvania Ave., Telephone Main 278. Station, New Jersey Ave. and C St.—Ticket Office. Telephone East 687. Information Bureau, East 724. mayor used every endeavor to get new mer for several important places, but was unable to find efficient men who would ac-cept the positions because of the salaries paid in comparison with those paid for the friends say he could find no other solution

of the problem. In general the appointments are unsatisfactory to the democratic leaders, as they would have preferred the selection of a STEAMER TRENTON (6TH AND WATER STS.) Sundays. Tuesdays and Thursday at 7:15 a.m. for Wilkersons and river landings. All freight carefully handled and protected from the weather. Passenger accommodations first class. POTOMAO NAVIGATION CO., J. E. TAYLOR, Gen. Mgr. 2020.65 number of men whom they strongly indorsed and considered particularly well qualified. They held that the success of the administration would be affected by the retention of inefficient heads of departments, even though good work might con-

tinue to be done by the efficient men retained. The following is the list and other information relative thereto:
City collector—Ex-Gov. Frank Brown. Salary, \$2,000 and fees, amounting to from \$5,000 to \$10,000 a year. Succeeds Henry Williams.

Collector of water rents and licenses-John Spencer Clarke. Reappointed. Salary, City solicitor-William Cabell Bruce. appointed. Salary, \$4,500.
Inspector of buildings—Edward D. Preston. Reappointed. Salary, \$3,000.

City engineer-Benjamin T. Fendall. appointed. Salary, \$4,500. Harbor engineer and president of the harbor board-Oscar F. Lackey. Reappointed. Salary, \$4,000. Water engineer and president of the water pour Afred M. Quick. Reappointed.

Commissioner of health-Dr. James Bosey. Reappointed. Salary, \$3,500. City librarian—Wilbur F. Coyle. Reappointed. Salary, \$1,500. Commissioner of street cleaning—Col. Joseph L. Wickes. Reappointed. Salary,

Superintendent of lamps and lighting-Robert J. McCuen. Reappointed. Salary,

Superintendent of public buildings-George Thomas Ames, to succeed George F. Jones, republican. Salary, \$1,500. Board of fire commissioners-Edward M Parrish, president, in place of George W. Gail, jr.; Gilles J. Shaw and A. Roszel Catheart. Mr. Parrish and Mr. Cathear

\$1,000 each. Member of the board of park commissioners—Gen. Alfred E. Booth, republican, in place of Edward D. Booz, whose te. will expire on October 1. No salary, Member of the fire department examining

board-George May, reappointed. No salary Members of the water board, with Engl neer Quick as president-John E. Semmes, Charles T. Mitchell, democrats, and Henry B. Gilpin and J. Henry Strohmeyer, repubdeans. No salary.

Members of the harbor board, with Engl-

neer Lackey as president—William D. San-ner and J. Frank Thompson, democrats, and Clarence Shriver and Marcellus H. Goodrich, republicans. No salary.

Members of the jail board-Leigh Bonsal, president, reappointed; Moses N. Frank, Edward Raine, Charles A. Moran, Wil-liam G. Knapp and Edward F. Burke, democrats, and George Filbert, George M. Grif-fith and John Kronmiller, republicans. No

salary.

Members of the free public bath commission-Eugene Levering, president, reap-pointed; William H. Morriss, Dr. Mary Sherwood, William A. Eisenbrandt, Dr. Joseph E. Gichner, Oregon Milton Dennis and Adam C. Huthwelker. No salary.

City directors in the management of the Valley Railroad of Virginia—Jacob W. Hook and W. Cook Sanderson, vice Gen. J. Stuart MacDonald and Judge Thomas Ireland Elliott.

Steamers Collide at Sea. MONTREAL, Quebec, September 25 - A

dispatch received by the Allan Steamship Company last night states that the steamship Mongolian of the Allan line had signaled Fame Point, in the Gulf of St. Lawrence, that she had been in collision with the freight ship Hurona of the Thompson line and had been so seriously injured that

REPORT ON CONDITIONS AT SOL-DIERS' HOME.

Being Made-Hospital for Infectious Diseases Urged.

The board of commissioners of the Soldiers' Home, near this city, has submitted its annual report to the War Department. It shows that there were 1,332 beneficiaries on the rolls the 1st of July last, being a decrease of 36 during the past fiscal year. The total number now on the rolls is ac-October. In the meantime the price of counted for as follows: Present at the milk will remain at its present figures-18 home, 927; on outdoor relief, 232; in the counted for as follows: Present at the cents a gallon wholesale and 8 cents a Government Hospital for the Insane, 38; on furlough, 16; absent without leave, 4; absent sick in the general hospital at Fort Bayard, 100; suspended, 14; and sick at Fort Huachuca, Ariz., 1.

The daily average number of inmates present during the year was 965. Last year the average was 938, and the preceding year 921.

year it was 98.

There are 79 beneficiaries who served in the war with Mexico, and 342 who served in the civil war.

sixth German. The ages of the resident inmates range from twenty-two to eighty-nine years; 513 are from sixty to eighty-nine years of age and 303 have served from twenty to thirty-one years in the army.

Based on the actual running expenses of the home (which does not include the amounts paid for outdoor relief, expense of inmates at Fort Bayard, etc.), the average cost per man per month was \$27.78, of which amount \$8.92 was for subsistence. Advantage of the Farm.

According to the report the account of the farm and dairy shows that their maintenance has been beneficial to the home. and that they have produced early and late vegetables and a better quality of milk

home and grounds is reported to have been excellent throughout the year, the water supply and drainage satisfactory, and there has been no prevalent or epidemic disease

performed their duties in a very satisfac-tory manner. The comfort of the inmates has received every attention, and especial care has been given to the food and cloth-ing supplied, as well as to all other matte : looking to the welfare and contentment of the inmates.

With the approval of the Secretary of War, the board has authorized the con-struction of a small building for the isola-

tion of patients suffering from infectious diseases, at an estimated cost of \$16,000; the extension of the fence to close in the cost of \$55,000; the erection of a small one-story and basement building, adjoining the hospital, to contain offices for the medical officers, dispensary and storeroom, at a cost of \$10,000, and the erection of additional greenhouses to meet the increased demands for plants and flowers for the hospital, funerals and chapel, at an approximated

Improvements in Progress.

able to expect that they will furnish, in modern buildings and conveniences, all that will be required for years to come:

A mess hall with dormitory accommodacuring the past fiscal year.

is ground for grievan, and the ex-volun-teer gets similar benefits without such en-

### With Dr. Shaw's Party. PHILADELPHIA, September 25.-Dr.

the Medico-Surgical College, has returned from a three months' trip spent in battling

British Columbia. Four women were in the party and four

eacher in the Newark High School. She made a previous trip with one of Dr. Shaw's parties. The other women of

of New York.
Clad in corduroy skirts, they buckled
their packs on their shoulders in the morn-

Speakeasy in Their Aprons.

PITTSBURG. September 25 .- Mrs. Magning "walking speakeasies."

steel works is the informant. For weeks

GOV. FOLK TALKS ON LIVE TOPICS

Extensive Building Improvements

"The elimination of special privilege is the

The total number of deaths was 119; last

Who the Beneficiaries Are.

Over one-half of the beneficiaries are Americans, about one-fifth rish, and one-

than can be obtained by contract. The general sanitary condition of the

among the inmates. The board says that the buildings, roads and grounds have been kept in excellent condition, and the officers of the home have

south and east boundary of the home grounds, about 16,000 feet, at an estimated

The following permanent improvements are being made at the home, and when they are completed, the board says, it is reason-

tions for 400 men; a central heat, light and power house, including a laundry and a refrigerating plant; additions to the hospital dining room and kitchen; an isolation pa-vilion for the treatment of infectious diseases, a guard house, an office building adjoining the hospital for the medical officers, dispensary, etc.; two sets of officers' quarters; additional greenhouses and the construction of about 16,000 feet of fence to complete the inclosing of the home grounds.

The permanent fund of the home deposited in the United States Treasury is stated at \$4,414,890, an increase of \$85,755

## Would Repeal the Tax.

Col. Galbraith, acting inspector general of the army, who made an inspection of the home, urges in his report the repeal of the law levying a tax of 121/2 cents a month on the pay of every enlisted man in the regular army for the support of the home. He says that in view of the fact that the nome receives an ample revenue from other sources, the income from this tax is not needed, and, he adds, "an unnecessary tax

## EXPLORED SELKIRKS ..

# Four Women Braved the Hardships

Charles J. Shaw, professor of blology in with the unpathed Selkirk mountains, in

men, besides Dr. Shaw. The women shared the toll of the men-the long miles of fatiguing tramping through underbrush and the muscle-tiring mountain-climbing. All save one were teachers with little previous mountain experience. The exception was Miss Caroline Romes of the staff of the New York botanical gardens and a

the party were Miss Emma Shipe, a teacher in the schools of Sunbury, Pa.; Miss Mary Johe of New York city, a teacher in the schools there, and Mrs. Bayard Fuller of New York.

their packs on their shoulders in the morning, and whether the paths led over mountains, where every step was made by cutting a foothold in the ice, or through the thick brushes, which spread a restraining network about them, they were ever at the side of the men. They carried a silk tent with them, and when the rain poured on its roof and the ground beneath them was cold they wranged themselves a little tighter. they wrapped themselves a little tighter in their blankets, and slept the sleep of the physically weary.

gle Barkins and Mrs. Mary Bradley, who live near the Carnegie steel works, were held for court yesterday on charges of run-Chief of Police Griffith Williams of the

the steel works bosses have been bothered by men getting drunk while on duty. They watched and discovered men going to a watched and discovered men going to a hole in the fence, putting their arms through and drawing in bottles of whisky. Then both sides of the fence were watched, and the women were detected handing in the bottles, which they carried to \$17.50. Similar reductions will be made she was compelled to return at slow speed funder their aprons. At their home a barrel in westbound rates beginning October 31. to Quebec, where she is expected today.

AT TENNESSEE FAIR.

NASHVILLE, Tenn., September 25 .- Gov. Folk of Missouri, in an address on "Demoratic Ideas" to homecomers at the Tennessee state fair yesterday afternoon, declared that by democratic ideas he meant those principles ambraced in the expression 'equal rights to all, special privileges to none." Continuing, the governor said:

paramount issue before the people of this country-the special privilege of lawlessness, the special privilege conferred by law and the special privilege of monopoly. A few years ago the privilege of lawlessness was defended; but the people were awakened to the fact that lawlessness is not government, and that lawlessness destroys the will of the people. From one end of the land to the other the public conscience new demands the enforcement of the peo-ple's laws against high and low, rich and poor; that no man should be above the law and no man below the law, whatever his class, whatever his creed, or whatever his wealth. This public conscience, having seen that the privilege of lawlessness is destructive of the liberties of a free people, has rendered it obnoxious. Now it has commenced to assail the deeper evil of privleges conferred by law.

## Any Privilege a Graft.

"The elimination of unjust privileges conferred by law is a moral question. Any privilege is a graft, whether it be a privflege exercised contrary to law or one that the law itself may give. A tariff so arranged as to create monopoly and to give a few people the privilege of preying on the rest of the people is legalized graft. Considered from this standpoint, the tariff is a moral question. Indeed, every governmental question in a sense is a moral question, in that it is a question of right and wrong. But as an economic question merely a monopoly tariff is undefensible under the conditions that exist today.

"The suggestion that the tariff should be revised by its friends is in line with the request of the highwayman that he be tried by a jury of his peers, which he insisted meant a jury composed of men of his own calling. If this oppressive system that taxes the people without their consent, and usually without their knowledge, is ever to be remedied it must be done, not by those who think it is right, but by those nopoly.

Govt. Ownershp and State Rights. Branching off to state rights, Gov. Folk

"Government ownership or the issuance by the federal government of charters to all railroad corporations would be fraught with the gr\_vest dangers to the libertles of the people. Let there be placed in the hands of a President of the United States the power to control every corporation in the land and there would be lodged in his hands a power that would sooner or later destroy democratic government.
"The states can be relied upon to treat railroads and all other interests fairly A corporation, after all, consists only of a number of individuals exercising charter powers conferred by a state. If the states are competent to enact valid laws as to the individuals, they are competent

to enact valid laws for a number of indi-viduals grouped under the legal fiction of a corporation. The power to fix rates on transportation carries with it the power to destroy a business or a community. petition can be trusted to regulate prices with a monopoly the government must supply that regulation that in other lines

### of industry is supplied by competition." GIFTS TO CATHEDRAL.

Trustees Get More for Building Fund

of St. John the Divine. NEW YORK, September 25 .- At the regular monthly meeting of the trustees of the Cathedral of St. John the Divine, which was held yesterday afternoon at 113 West 40th street, the building committee announced that it had received notification of legacies of \$30,000 and \$2,000 respectively, which will be added to the general building fund. Several smaller gifts were reported, among them a piece of Point de Venise lace from

he Rev. Walter Mitchell. Resolutions of sympathy were sent to the family of Daniel Willis James of this city who died September 20 at Bretton Woods N. H. Mr. James in his lifetime gave \$50, 000 to the cathedral, and Bishop Potter commented at some length on the catholicity of spirit which prompted him to dis-play so generous an interest in the projects

An agreement has been made between the building committee of the Cathedral of St. John the Divine and Gutzon Borglum, the sculptor, about the statues made by the latter. The committee has given orders that the seventy-five or so pieces of statuary already in place at the cathedral shall be taken down and altered so as to conform exactly with the original models fur-

of a church of which he was not a mer

nished by the sculptor.

Mr. Borglum sald yesterday that he had been able to arrange matters satisfactorily and was much pleased with the way things

"The statues that are in the cathedral now," he said, "can be touched up and improved without much difficulty. The statwill be handled by skilled workmen only There never has been any misunderstanding, as far as I am concerned, in regard to what should be done with the statuary.
"All I wanted was proper stone cutting, and that is what the authorities have agreed to furnish. Of course, I shall continue to serve as cathedral sculptor under the new arrangement.

The Rev. Dr W. R. Huntington, chairman of the committee on fabric, refused to discuss the incident further than to say that the committee felt satisfied that the disagreement was ended and that there would

# CAR CROWDING.

Public Service Agents Recommend

NEW YORK, September 25 .- Yesterday's session in the public service investigation was devoted to a further consideration of the overcrowding of the various elevated and subway lines in rush hours, as observed on three days last August by representatives of the public service commission David L. Turner, an engineer in charge of that part of the work for the commission. showed by blue-print charts that the run-ning of seven-car trains in rush hours instead of five-car trains would take care of nearly all of the standees at that time. On the 3d avenue elevated the situation is more difficult. In the morning traffic from 6 to 9 o'clock there is a deficiency of 2021s cars from the number that would be required to carry the standees, beginning at the 149th street station and extending to the 9th street station. Mr. Turner's blue prints showed the evening deficiency to be 274 cars at 42d street between 5 and 7 o'clock. On the 6th avenue line the morn-ing deficiency at 66th street was observed be 30 cars between 7 and 9 o'clock, and night, a matter of 50 more cars was needed in order to carry all the standees.

Five hundred railway clerks at Toledo. Ohio, who threatened to go out on a strike if demands for increased wages were not met, are at work, and there will probably be no strike. The Wheeling and Lake Erie and the Ohlo Central roads have granted an increase of wages.

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LONDON, September 25.-The Cunard

Steamship Company has made the follow-ing reduction in eastbound passenger rates, to go into effect at once: On the steamer Lusitania, a reduction of £5 10s., or about \$27.50; on the Carmania and Caronia, \$30; on the Campania and Lucania, \$32.50, and on all other steamers of the line from \$15

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